



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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May 17, 2004

TO: Each Supervisor

FROM: James A. Noyes
Director of Public Works

PROPOSED MULTIWAY STOP CONTROL PRACTICE FOR LOCAL AND LOCAL/COLLECTOR STREETS ADJACENT TO SCHOOLS HIGHWAY SAFETY COMMISSION ITEM

We have been utilizing a more flexible and responsive stop sign warrant criteria for intersections adjacent to schools since October 1995 and also for local streets since January 2003.

On January 7, 2004, the County of Los Angeles Highway Safety Commission requested us to compare the City of Los Angeles' multiway stop warrants with our existing multiway stop warrants and determine whether our warrants should be further modified. A comprehensive study was completed that recommended to implement a revised set of guidelines.

These warrants would require lower traffic volumes or lower accident history criteria than our current adjacent to schools and local street criteria for multiway stop control. While we recommend moving forward with the proposed set of guidelines shown below, we still concur with the State of California Department of Transportation (Caltrans), which is against using stop signs for speed control purposes. The guidelines for multiway stop controls at arterial and collector streets will remain as outlined by current State and Federal guidelines.

PROPOSED GUIDELINES FOR MULTIWAY STOP CONTROL PRACTICE FOR LOCAL AND LOCAL/COLLECTOR STREETS ADJACENT TO SCHOOLS	
Factors to Consider	<i>An intersection <u>meeting the criteria below</u> is a candidate for multiway stop controls.</i>
Volume	<ul style="list-style-type: none">• Total intersection volume is equal to or greater than 350 vehicles and pedestrians per hour during any 2 hours of the day.• Side street volume is equal to or greater than 140 vehicles and pedestrians per hour crossing the major street during the same 2 hours of the day.• Number of pedestrians crossing the major street is equal to or greater than 20 pedestrians during the same 2 hours of the day.
Volume Adjustment Factors	Volume criteria reduced to 60 percent of the above volume thresholds, if three the following are met: <ul style="list-style-type: none">• Intersection is a local or local/collector street.• Neither street is over 40 feet wide.• No other "Stop" signs or traffic signal controls within 600 feet.• 85th percentile speed on major street is ≥ 35 mph.• Intersection accidents ≥ 3 in the latest 12-month period.

This action is consistent with the County Strategic Plan Goal of Service Excellence, as implementation will enhance highway safety and accommodate traffic-related concerns of residents.

We anticipate that implementing these guidelines will provide Public Works greater flexibility in addressing residents' traffic and pedestrian concerns in local or local/collector streets adjacent to schools where multiway stop controls are requested.

If you have any questions, please call me or your staff may contact Bill Winter of our Traffic and Lighting Division at (626) 300-4700.

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cc: Chief Administrative Office
County Counsel
Executive Office
Highway Safety Commission (Irena Guilmette)